THE COURTS OF EUROPE

The Mistress of the Robes and Her Banquet to the Queen.

MISSION TO THE VATICAN.

A Jeweler's Insolent Injustice and His Subsequent Punishment.

MONARCHIAL PARTIES.

Of all the official banquets in London that are organized each year on the occasion of the birthday of Queen Victoria, there is none more curious than that given by the mistress of the robes to her majesty. The mistress of the robes is the feminine head of the royal household, has under her orders all the ladies in waiting, the maids of honor, the bedchamber women and the readers, receives a large salary and perquisite, and is regarded as possessing such an immense amount of influence that since the days of Sir Robert Peal, fifty years ago, her tenure of office has invariably been coexistent with that of the cabinet.

The mistress of the robes must always be a duchess: dowagers, however, being barred, and so averse is the British aristocracy to home rule that when Mr. Gladstone formed his last administration, he was unable to find a single duchess willing to accept the place at his hands, or to identify herself in that way with his policy, so that for the first time since her accession to the throne Queen Victoria was without a mistress of the robes, until Lord Salisbury came into power.

The present mistress of the robes is the duchess of Buccleuch, a very grand and stately dame, who is the sister of the marchioness of Blandford, and as such aunt to the young duke of Marlborough and to his American duchess. At the official banquet which she gave her guests were either ladies connected with the royal household or else the wives of cabinet ministers. While the husbands of these ladies were conspicuous by their absence, it by no means follows that the banquet was restricted to the fair sex. On the contrary, the duchess had made a selection of all the most popular, goodlooking and amusing young men of rank to act as squires for the occasion.

I need scarcely say that the entertainment was the least stilted and merriest of all official dinners given on that evening, and that when the ladies subsequently, towards midnight, rejoined their lords and masters at the grand reception given at the foreign office by Lady Salisbury, their faces and bearing showed that they had spent a far more agreeable evening than their inferior halves.

Sir George Errington, one of whose sisters, Josephine, is the lady superior of the Convent of the Sacred Heart, at New York, is once more at Rome, fulfilling, as during Lord Salisbury's, previous administration, the duties of a British envoy plenipotentiary to the court of the vatican. Of course, there are questions innumerable which require negotiation between the English government and the papacy, and it stands to reason that inasmuchas the pope has no nuncio in England, or any accredited representative who is not of English birth, points at issue can be best treated at Rome with the holy father by a delegate of the British government.

In spite of the immense change which has come over the English people with regard to the Catholic church during the last fifty years (there is even a Catholic bishop holding the rank of cabinet minister in a British colony in North America) yet there still remains among the middle classes and among the vast masses of the population sufficient prejudice against popery to render certain the creation of a very violent agitation were permanent diplomatic relations to be established between the vatican and the court of St. James.

Not caring to face the music, Lord Salisbury has accordingly found a wealthy and distinguished English Catholic who is willing to undertake the duties and the labors of an envoy without either the pay, the prestige or the staff, and whose only reward for his past services in this particular has been a title of baronet, which, owing to the antiquity of his family, can scarcely be regarded as adding to his rank.

Lady Falkiner, who has just died in London, almost unnoticed, although thirty years ago she was one of the leaders of society and renowned for her beauty and for her brilliancy, was the object, just about two decades ago, of a gross outrage on the part of Mellario, the wellknown Parisian jeweler, of the rue de la Paix, whose shop constitutes one of the features of that manificent thoroughfare and is much frequented by American visitors to the French metropolis. It seems that Mellario, having been robbed of some jewels, fastened his suspicions upon Lady Falkiner, who had been in his store that day, and he caused her to be shadowed. Finding that she was about to leave Paris, he caused her to be arrested on suspicion just at the moment when she was to step into a railroad carriage at the Gare du Nord. Of course, there was a great uproar, and old Lady Call, Lady Falkiner's mother proceeded post haste to the British embassy, where she saw Lord Lyons, who at once sent one of his secretaries to obtain the release of her daughter. This was effected with the greatest difficulty, and the insulted lady returned to her apartments in Paris, it being too late that night to go on to Calais, as she had intended. Mellario, however, was not satisfied. He did not believe the guarantee of the embassy with regard to Lady Falkiner's innocence, and was so convinced of her guilt, quand meme, that when she again attempted to leave Paris, two days later, she was once more arrested at the railroad terminus and taken to prison.

Again did the embassy secure her release, but M. Mellario was not content until he had caused her to be arrested a third time, when suddenly the discovery of the real thief opened his eyes to the mistake of which he had been guilty, Lady Falkiner was able to obtain no redress for this insult of a treble nature beyond a reluctant apology from the jeweler and the police.

It was this same jeweler, Mellario, who a few years ago was robbed to the extent of some $40,000 by his own son, who however, escaped without punishment, owing to the fact that the French code provides that no child can be condemned for stealing property belonging to its parents. However, the young man's fair friend, a demi-mondaine of the name of Maria Stella, was condemned to a year's imprisonment as his accomplice, although it was shown at the trial that she had had little or nothing to do with the theft, which was perpetrated by young Mellario himself, without her knowledge at the time, while not only had the jeweler recovered nearly the whole of the amount stolen, but had, moreover, failed to restore to Maria the sum of $6000, which she had loaned to the young man. Maria Stella, in spite of her Italian name, is an English woman by birth, the daughter of a titled Briton, who formerly held high rank in the civil service of the crown, and she has on several occasions won considerable notoriety in connection with her association with the king of Greece during his annual sojourns at Aix-les-Bains.

France's two monarchical parties are in a state of chaos at the present moment, and are debarred from any serious act of hostility against the republic by the strife which prevails in their ranks. In fact, they are in such a state of jumble that it is almost impossible to either explain matters or to look for any natural solution of the difficulties. Broadly speaking, the Empress Eugenie, who from a financial point of view, has until now been the mainstay of the Bonapartist party, has gone over to the royalists abandoning the cause of her nephews, the Princes Victor and Louis. On the other hand, the duke of Orleans has definitely broken off relations with the grand committee of the royalists party in France, a committee composed for the most part of elderly dukes and nobles, such has, for instance, the duc de la Rochefoucaud-Caudeauville and the duc the Brouglie, and presided over by the aged duc d'Audiffret Pasquier. So serious has been the split between the pretender and these veterans of his party that the latter have one and all resigned from the socalled grand committee and refused to take any further action in his behalf. There is every reason to believe that in breaking with them the duke of Orleans as acted in accordance with the view of his mother, the countess of Paris, with whom he was staying at Seville, at the time when he wrote the very sharp and imperious letter to the grand committee at Paris. The countess, like her husband, has never been much in favor of this committee, which she has always considered in the light of a drawback rather than an advantage to the royaltist cause, sharing in this the sentiments of her husband, the late count of Paris, who was never tired of railing against and ridiculing the narrow-mindedness, the niggardliness and the pretentious priggishness of "the dukes."

It remains to be seen whether or not the pretender's immensely wealthy uncle, the duc d'Aumale, will approve of his nephew's new departure or not, as most of the members of the grand committee are colleagues of the duc d'Aumale on the benches of the academy. It has been with the object of obtaining the duc d'Aumale's views about the matter that the pretender sailed from Barcelona on board the yacht of Mr. James Gordon Bennett, and in the company of that American newspaper proprietor for Palermo, where the duc d'Aumale is now staying, as usual, at this time of the year for the purpose of inspecting the vast estates which came into his possession in the island of Sicily through his wife, now dead.

It was not mere coincidence, but design that led Empress Eugenie to reach Palermo on the same day on the yacht Thistle, which she has hired from the duke of Hamilton. For, as soon as ever the Thistle had cast anchor in the port, the duc d'Aumale at once called upon the empress, his visit being followed a few hours afterwards by one from the young duke of Orleans, whom the empress greeted and welcomed as the "chief of the house of France," thus recognizing him as the only rightful pretender to the throne of France. During the two following days the empress, the duc d'Aumale and the duke of Orleans were nearly the whole time in one another's company, lunching and dining together, and then the duke of Orleans left for Naples to join his sister, the duchess of Aosta, near Turin, while the Empress Eugenie, after remaining a few days longer at Palermo, sailed for Greece.

This astounding departure on the part of the empress becomes more easy to understand when one recalls the fact that she has always professed most violent admiration for Queen Marie Antoniette (of whom she claims to be the counterpart), and for legitimacy as far as monarchial pretensions are concerned. Moreover, it is no secret that she has in her veins the same blood as that which flows in those of the duke of Orleans, namely that of Bourbon, since she is not really the daughter of the countess of Montijo, but a half-sister of Queen Isabella, of Spain, having been, like her sister, the late duchess of Alba, the illegitimate offspring of old Queen Christina of Spain, born prior to the latter's marriage with King Ferdinand.

Without going into the question of the troubles in the Bonapartist ranks, which are due to conflict between Prince Victor and Prince Louis, the larger number of the Bonapartists being determined to secure the withdrawal of the disreputable elder brother in favor of his junior, I may mention that the split between the duke of Orleans and the grand committee has been caused by a letter of remonstrance addressed by the old duc d'Audiffet-Pasquier to the pretender in the name of his colleagues. The duke of Orleans some time ago learned that his friend, the comte de Maille, was about to resign his mandate as a member of the chamber of deputies for the district of Cholet for the purpose of becoming a member of the senate.

Knowing that the district in question was royalist to the very core, he conceived the notion of subsequently endeavoring to take his seat in the legislature if elected with the object of subsequently submitting his name in turn for election in every electoral district of France, just as did Louis Napoleon prior to proclaiming himself emperor of France, under the title of Napoleon III. In fact, his idea was to invoke in this way a sort of plebescite in his favor, and to thus take a leaf out of the Bonapartists' book, by asking his countrymento declare at the polls whether they wished him for their ruler or not.

It constitutes nothing more or less than a surrender on the part of the duke to the democratic spirit of the age, and his abandonment of those anachronic doctrines of "right divine of kings" which are out of keeping with the present century. It means that the duke having realized that it is hopeless to win the crown as the heir of the comte de Chambord who, as Henry V, was the last legitimatist king of France, reigning only for a day, after the abdication in his favor of Charles X, has now determined to seek the crown as the heir of his great grandfather, King Louis Philippe, whose throne was founded on the revolution of 1830, and who based his right solely and entirely upon the will of the people.

The duke of Orleans has taken note of the extraordinary popularity won by his cousin, Prince Henri, the explorer, a popularity so great that it constituted a menace to his own position as a pretender, and he appreciated the fact that this popularity was mainly due to Prince Henri's having shown that he was in keeping with the spirit of the times, up to date, and that indifferent to any claims which he might have upon the regard of his countrymen by virtue of his hereditary rank, his sole object was to win their good will, not as a royal prince, but as a fellow citizen.

The adoption of this new policy on the part of the duke of Orleans spread consternation in the ranks of the grand committee which had not been consulted and whose members accordingly remonstrated with the pretender, intimating that they feared that he was embarking his party in another Boulanger adventure in which they could not follow him. To this he replied that he, and not they, was the only judge of the best policy to be pursued, that he and not they alone represented the monarchical principle and the monarchical cause, and that their offer of an opinion and of a criticism of his actions without his having asked for it was a piece of impertinence and presumption which he would not, for one moment, tolerate. At the same time he intimated that the grand committee was composed of a pack of old fogies for whom he had no further use, and who were an obstacle to every policy of action on his part, being afraid lest any active hostility on their part against the government of the day might result in harm to their material interest, and in the disturbance of their humdrum life by exile and possible confiscation of property. The duke of Orleans, on the whole, is to be congratulated at having got rid of them. For they never contributed a penny to his cause leaving that to others, and were nothing but a source of expense and an impediment to the royalist cause.

MARQUISE DE FONTENOY.

Spots Where It Is Cool.

The Northern Lakes, Eastern Seaside and Rocky Mountain Resorts for health and pleasure, each have within themselves a diversity of attractions, a certain article of water and air that cannot be denied. A cool ride on the bosom of the big Lakes of the North, taking in the famous resorts located on their shores; a trip down the St. Lawrence by way of the Thousand Isles, and through the New England States; an extended sojourn of the fashionable watering places, Cape May, Long Branch, Asbury Park, Saratoga, Narragansett Pier, etc.; a visit to the Adirondack regions of New York and a jaunt through Colorado and Utah, the most marvelous scenic sections on the surface of the earth, will well repay one for the outlay of time and expense, in an improved mind and body.

The above mentioned localities are the cream of American Summer Resorts, and the exceedingly low round trip rates and excellent through service offered by the Iron Mountain Route from Texas places them within convenient reach of all. For full particulars, tickets, time tables, resort pamphlets, etc., address agents of the I. & G. N. R. R., Texas and Pacific Railway, or J. C. Lewis, Traveling Passenger Agent, Iron Mountain Route, Austin, Texas.

H. C. Townsend, General Passenger Agt., St Louis. 6—10—tf.

SILVER IN MEXICO.

A Linares Gentleman Interviewed in New Orleans.

"The silver policy of Mexico," said L. D. Pollard, of Linares, Mex., "is inducing the building of factories there, and there is a general prosperity as a consequence. I have had little time to give attention to general matters outside of my own business, which is that of sugar making, but I notice the growth of the manufacturing interests under the present monetary system, and ascribe it to simple necessity, as the merchants have to pay double for the output of factories that are situated in countries that are upholding the gold standard.

"Things in the southern land are all favorable to the Americans. There is a disposition on the part of the government to favor anything legitimately American, above the projects of other countries.

"There are a great many American products to be found in the stores, and trade with this country is increasing annually. The government, in the same spirit, is, I think, going to support the movement for an international railway and an intercontinental one.

"Cuba has a great many sympathizers among the Mexicans proper, but there is a very bitter feeling among the Spaniards who are there.

"I had one Spaniard tell me that if the United States did not change her tactics regarding Cuba, Spain would present a great big damage claim against this country, and, if it was not promptly paid, would destroy our commerce on the seas and lick us in good fashion. They are very vindictive, those Spaniards.

"Mexico has been suffering with drought, which destroyed 80 per cent of the crop last year, and there promises to be the same thing this year. We were heavy sufferers in the cane business through this, but the alcohol privilege that we enjoy from the government for a nominal tax is a good revenue, and we are all prosperous enough. You can say that the methods in Mexico are about the same as those in vogue among the sugar men in Louisiana, only we still adhere to the old way of putting the sugar up in 'pilons,' or drums, instead of hogsheads."

Photographs.

In the Photograph Gallery of N. Winther, Wolfenstein Sucr., 2a Plateros, 4, the light and instruments have been newly constructed so that all kinds of work can be made entirely instantaneous and therefore expression can be guaranteed more natural than ever. The newly patented mate surface picture is still the favority and a specialty in this gallery. 6-tf.

PUEBLA NOTES.

A Great Deal About the Theatres of the City of the Angels.

THE PRINCIPAL VERY OLD.

It Was Inaugurated in 1790 By Viceroy Agustin Ahumada.

GENERAL THEATRICAL GOSSIP.

The father of Governor Mucio P. Martinez, is in town from the State of Nuevo Leon. Though seventy six years of age he looks so athletic and active that Don Mucio and he look more like brothers, than father and son.

Miss Maria Martinez, the daughter of the Governor, will be married to Saul Colombres, once the champion bicyclist of Mexico, on the 21 inst. Miss Maria is the Governor's second daughter and Saul is the son of General Colombres.

The Guerrero Theatre was built in the year 1868 by Don Ignacio Guerrero y Manzano. It stands on the site of the old city prison and holds about 1,500 persons. The interior is built entirely of wood taken from an old bull-ring. It is owned to-day by the city, who have greatly improved the house fitting it with an American pine floor and folding pit seats. The ceiling is at present being newly decorated under the direction of the well known Puebla painter, Mr. Centurion. A new drop curtain and a quantity of scenery is already on its way from Chicago. The writer will be sorry to see the present drop curtain disappear. It depicts the muse of tragedy descending the steps of a Greek temple. This latter with its hundred columns is a very fine piece of perspective drawing and colour.

There are three theatres in Puebla. The Guerrero, The Principal and The Casino. The last was a private one, belonging formerly to the "Sociedad Filarmonica de la Purisima Concepcion," but this society having dissolved, it passed into the hands of the present Administrador del Timbre of this city, who leases it to travelling companies.

The Theatre Guerrero attracts the attention of all who visit it for the first time on account of its beauty of proportions and its lively and cheerful scheme of decorations, so different to the gloomy aspect of the National Theatre in Mexico or the Texas-Variety-Show look of the Principal in the same city. The prevailing colours are white and gold and the interiors of the boxes and galleries are a deep red.

It is probable that the "Teatro Principal" in Puebla is the oldest theatre on the North American continent. It was inaugurated in the year 1790 by the Viceroy Don Agustin Ahumada, Marques de las Amarillas. Its old Spanish architecture and its solid masonry boxes and galleries are something out of the common in theatre designing. This theatre was known in days gone by as the "Teatro de los Arrieros" being the favorite amusement center of the mule-drivers or *arrieros*; to-day, however, it is often filled with Puebla's best society. If it should really be the first theatre built in New World, it should be of more than local interest. If anyone knows of an older one, correspondence on the subject, in these columns, would be of an interesting nature.

The bull-ring in Puebla will hold 3,000 spectators. The ring itself is a very large one, and for this reason bull-fighters are not very fond of it as it is a tiring job to follow a bull from one side of it to the other or *vice versa*, to be followed by one. However it is smaller to-day than it was at the time when Mazzantini came. For that occasion the present *callejon* or inner passage was formed by placing the *contra-barrera* as it is to-day. This *contra barrera* or fence is in a very rotten state as are also the *burladeros* or refuges of the fighters, and it is more than high time that the city authorities made the proprietor put the place in order.

For a bright, cheerful and animated place of amusements, the Puebla Athletic Club's grounds or Velodromo, takes the premio. The views from the grand stand are most beautiful on a clear day.

The whole Anglo-American colony turned out to see Andrea Maggi in Hamlet and to give him a rousing good reception. He is a fine tragedian and according to the writer's way of thinking he gives an inspired representation of "Melancholy Dane" in Shakespeare's sublime tragedy.

Among the names of famous artists who have trod the boards of the Guerrero Theatre may be mentioned those of Ristory, Angela Peralta, Pezzana, Tamberlik, Valero, Rojas Bueno, Virginia Reitter, Merced Morales, Alaiza, Emanuel and Maggi.

Perhaps the best known piece produced by a Puebla playwright is "La Llorona" by Francisco Neve who still lives. This tragedy is really very fine and the writer remembers being greatly impressed by it when he saw it played in the Theatre Principal.

Colonel Miguel Arriaga, Jefe Politico of Zacapoaxtla is in town. The gallant colonel says that his town has arranged with an American firm to supply them with electric light. Bully for Zacapoaxtla!

Already, some twenty kilometers of grading has been done on the Ferrocarril Carbonifera at Tlacotepec belonging to Don Luis Garcia Teruel.

The Guerrero Theatre had an *estreno* in the shape of a *baile* at which the president, Don Benito Juarez, was the principal guest.

There is a bird, a parrot, down in the tropics called the *guajamaya*, which the unsuspecting "Gringos" buys at once of the natives for about ten cents, on account of its size and beautiful plumage. However he is usually glad to pay someone to take it away, as it sits up all night screeching and wont let a soul in the house go to sleep.

A new candidate has appeared for the governorship of the State, Mr. Engineer Severiano Galicia, Lic. Nicholas Zuñiga y Miranda stands a very slim show of becoming President of Mexico, but Don Severiano stands an even slimmer one of becoming Governor of Puebla.

Don Gonzalez Candia, jefe politico of Zacatlan left for that point yesterday. He reports a good deal of rain is wanted in those parts and the federal authorities have at last connected the city of Zacatlan by telegraph. It was wanted badly enough.

The town council of Puebla is arranging the final details of forming a municipal brass band for the used of the public promenades.

Mr. Pita the state inspector of *Jefaturas* has returned from Matamoros and Tecamachalco.

The estimates for the new pavement to the Zocalo have been handed in. The one, proposing one of marble of Santo Tomas in one dollar cheaper per vara than the others, besides being infinitely more efective with its scores of different tints. The floor of the cathedral is laid with this marble, which has stood the test of centuries.

Gil Blas in today's issue says that Mr. Hall the architect took two Editors of the MEXICAN HERALD to dinner here the other night at the Germania Cantina, "Well I never!" remarked Mr. Hall, when shewn the paragraph, "*Ojala y tenia yo con que!*"

There are letters at the P. O. for L. Snowball and T. C. Cuicholi.

RAILWAY NOTES.

A. H. Woods will go to-morrow, or next day, to Puenta Ixtla.

The British Steamships "Orion" "William Cliff" and the Spanish S. S. "Mexicano" arrived in Veracruz yesterday.

Mr. Miner representing the Mexican Central with headquarters at San Louis, has been in San Antonio, Texas, on business.

Two carloads of bridge material went out over the Interoceanic railway yesterday and Puenta Ixtla, for the use of the Cuerna-vaca road towards the Pacific.

The earnings for the first week of June of the Mexican National Railroad Company were $83,009.53 showing an increase of $5,854.18 over the same period last year.

On account of the *fiestas* at Tultitlan, on the El Salto branch of the Mexican National railroad, the latter will sell excursion tickets, during June 12th., 13th. and 14th., good until June 16th. for return.

Ramon F. Riveroll and his brother Joaquin, president of the Hidalgo Express have just returned from San Andres Tuxtla where they went to look after the route of a railroad which they intend to construct through that rich coffee and tobacco district and for which railroad the Messrs Riveroll are the concessionaires.

President E. H. R. Green, of the Texas Midland railroad, has placed an order with the St. Charles Car Co. for $125,000 worth of rolling stock. The order includes seven new coaches, five baggage cars, fifty furniture cars, ten tank cars, five cabooses, seven new passenger and freight engines and a private car to accommodate nine persons to be named the Lone Star.

The Great Northern Railway Company [of England] is contemplating spending $1,250,000 in relaying their fast roads with steel rails weighing 90 lb. to the yard. This is said to be the outcome of the Board of Trade Inspector's report on the railway accident at St. Neots in November last, when it was strongly recommended that steel rails should be used for all the express service tracks.

F. T. Detwiler, one of the parties most heavily interested in the railroad to connect San Geronimo on the Tehuantepec railway, with the Guatemala frontier, expects to leave Chicago for this city tomorrow on the next day. After he reaches Mexico, the business of this railroad will be rapidly pushed onward; at least Mr. Pritchard, the local representative of the proposed road is of that opinion.

The mechanical department of the Michigan Central Railroad has just completed a series of carefully conducted tests to determine the pulling capacity of the different locomotives preparatory to putting into effect a plan of rating engines by train weights. The tests were made upon the different divisions at the controling grades, with the view of giving each engine the maximum loads which they are able to handle with economy. The work was under the direction of Mr. Robert Miller, superintendent motive power and equipment.

It is said to be practically settled that the new railway, which will penetrate into the interior, is intended to be worked largely in conjunction with English enterprise for the development of Central Africa. A number of preliminary surveys have already been sent to London from Brussels, and over and above the loan of 10,000,000 francs, which the Belgian Chamber has agreed to guarantee, a further loan of 15,000,000 francs will be guaranteed after a line has been commenced. With the coming of the King of the Belgians to London early in June, it is expected that plans and details will be definitely arranged.

The contract for the extension of the Texas Midland has been let to the Bethune-Craney Construction Co. and the work is to begin immediately and is to be completed within ninety days. For the present the extension will be from Commerce to Paris, instead of from Greenville, and the Midland will use the track of the Cotton Belt between Commerce and Greenville. As soon as the extension is completed and through trains running, the Midland will immediately begin the construction of the gap between Commerce and Greenville. The surveying corps is now nearing Paris and will get into the city this week. The line is being permanently located as the corps progresses. The termini of the Midland, Greenville and Ennis, embraces a line of road 72 miles in length, connecting with the Houston & Texas Central at Ennis, the Texas & Pacific at Terrell, and other main lines at Greenville. The new extension will make important connections at Paris, especially with the Frisco, shortening time between this and other points to St. Louis several hours. The subsidy committee at Cooper guarantees President Green the right of way across the country, depot and grounds and $8,000.

The imperial train which carried the czar and czarina to Moscow for the coronation was probably as sumptuous and complete a train as ever ran on wheels. The following description of the train was translated for The Railway Age by Mr. T. Bergerun from the Moscowsky Wedomosty, a Russian newspaper.

The train consisted of two locomotives built by the Baldwin Locomotive Works of Philadelphia and 16 cars of Russian manufacture, made in Moscow. The character of the 16 cars was as follows:

1. Dynamo car, with engine and dynamo to furnish current for 300 Edison incandescent lamps.

2. Repair shop carrying workmen and tools.

3. For use of the railroad officials, with three sections for sleeping, a parlor and an apartment for the chief engineer of the road, connected by electric signaling apparatus with both engines and every car.

4. For the imperial suite, having six sleeping sections in walnut wood and leather.

5 and 6. For members of the imperial cabinet, each car having five sections for sleeping.

7. For the grand dukes, with four sections, in walnut and mahogany, with the ceilings and walls upholstered in silk. Each section has a writing desk, lounge, easy chairs, marble washstand, heavy portieres and bronzes, bric-a-brac, etc.

8. For the empress, with four sections—parlor, bedroom, dressing-room, bathroom—rosewood and upholstered in silk, the parlor with writing table, mantel clock and Sevres ornaments.

9. Parlor, upholstered in silk with concert grand piano.

10. For the czar, in four sections—sitting-room, bedroom, dressing-room and room for the officer on watch. Decorated in Louis XV style, upholstered in leather.

11. For the czarowitch, in three sections—bedroom, sitting-room and room for the officer on watch.

12. Dining-room, with a long table in center of the car, running nearly the whole length, and side-board at one end for appetizers before meals. Gothic style, with light-colored stamped leather and silk.

13, 14 and 15. Pantry, kitchen, storeroom and servants' apartments.

16. Baggage car.

The train was lighted with electricity throughout.

The fastidious, well dressed man, consults John H. Simpson, the tailor, when he wishes a new garment. Why? Because Simpson carries, at all times, a complete stock of fine goods, and makes em up in an artistic, fashionable manner. 6—11—tf.

Of Interest to Miners.

The rise in copper is caused by consumers and the public finding consumption exceeding production. While supplies are offered freely, speculators absorb them readily. There is more demand for refined copper for India and elsewhere. A contract has been placed for French Pacific Cable which requires 900 tons of copper wire. American Electrolytic Copper has been repurchased owing to reduced output of American mines.

A company has been formed in London, called the London and Cripple Creek Reduction Corporation (Limited), and subscriptions are being invited from the public. The object of the company is to acquire the process of James R. Page for extracting gold from ores, and to erect a plant on this system at Florence, Colorado. The process is apparently not patented, and is, therefore, presumably, a secret one. It is of the nature of the cyanide process, and the solution used is a mixture of cyanide and another chemicals not specified. The mixture is called by Mr. Page, "Cyanidella." The capital of the company is £130,000, and the purchase price of the secret proces £86,493, payable £79,493 in shares and the remainder in cash. This leaves £43,507 available for acquiring works and machinery and for working capital. Mr. Page erected and, until recently, managed the plant of the Metallic Extraction Company at Florence, and he will be manager of the present company. The unfavorable point about the prospectus is that the exact nature of the process is not divulged, and that no information is given of its value metallurgically. The word of Mr. Page alone is relied on, and all he says is that the percentage of gold recovered is greater and the expenditure of cyanide less than in the McArthur-Forrest process.

National Republican Convention.

On account of the National Republican Convention which will be held in St. Louis June 16th, the Iron Mountain Route will sell tickets at a rate of one fare for the round trip from all points on the line to St. Louis. Tickets will be sold from Texas, Arkansas and Louisiana points June 13th, 14th and 15th; some being limited to continuous passage in each direction. For full particulars, address nearest Ticket Agent of the Company or H. G. Townsend, General Passenger & Ticket Agent, St. Louis.

6-10-tf.

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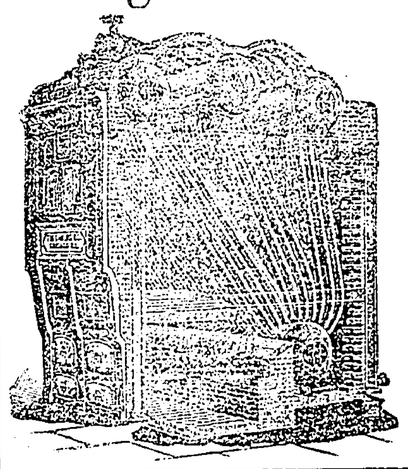

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